

# THE EVENING BULLETIN.

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## DETAILS OF DISASTER.

**Sigsbee's Frightful Estimate of the Casualties.**

**AMERICAN COLONY ACTIVE.**

**Tireless In Their Efforts to Succor the Wounded.**

**THE EXPLOSION WAS TERRIFIC.**

**Said to Have Been Caused by an Explosion of Gun-cotton—Injured Men Show Genuine Grit—They Are Being Well Cared For.**

Havana, Feb. 17.—Captain General Blanco's official cable message in regard to the destruction of the Maine was filed at midnight.

Half an hour after midnight 36 of the crew of the Maine had been carried to the Military hospital of Havana. They were all most seriously wounded. On board the Spanish cruiser Alfonso XIII 26 of the wounded were treated, and 36 were succored on board the City of Washington.

The Maine, at the time of the explosion, was at anchor about 500 yards from the arsenal and some 200 yards from the floating dock.

The explosion put out the street lights near the wharf and blew down telephone and telegraph wires in that vicinity.

Admiral Manterola and General Solano put off to the Maine soon after the explosion and offered their services to Captain Sigsbee.

The first explosion is said to have been caused by overheating of 500 pounds of gun cotton, and the subsequent explosion is alleged to have been caused by shells and cartridges.

Lieutenant Commander Wainwright of the Maine was half undressed at 9:45 p. m., and was smoking in his cabin, next to that of the cabin of the captain, it is said, when the explosion occurred and put out the electric lights. Wainwright then lighted a match and went to Captain Sigsbee's cabin. The captain, it appears, had been thrown from his bed, but was uninjured. They both went on deck and gave orders to flood 2,500 pounds of gun cotton, which was on board. The order was carried out, but the men who fulfilled it never returned. Havana, however, was saved from a still more terrible explosion.

Four boats were lowered, all manned by officers, and one of them was lost.

Captain Sigsbee went in his own launch on board the Spanish cruiser Alfonso XIII to thank her captain and officers. He afterwards went on board the City of Washington, where Consul General Lee, Dr. W. T. Brunner, acting sanitary inspector of Havana, and the correspondents of American newspapers had already gathered.

### NOT A MURMUR

**Escapes the Lips of the Injured American Tars.**

New York, Feb. 17.—A correspondent says:

"I have just seen 29 sailors of the Maine silently enduring the torture caused by powder-skinned faces and bodies, broken bones and mangled flesh. They are being well cared for in the military hospital at San Ambrosio here. The less severely injured men are yet on the steamship City of Washington.

The severely wounded men will have the best of attention also from the men and women of the American colony. All injured men show great grit. You cannot hear a whimper from one of the 29 swathed forms in San Ambrosio hospital, nor from those anywhere else.

"The heavy rainfall, which immediately followed Tuesday night's horrors, still continues in a dreary, dismal drizzle. Out in the bay lies the wreck of the once proud Maine. Her steel upper deck forward has been completely lifted and turned over on her starboard side. None of the big guns in the turrets are visible. The Maine is slightly listed to port, and all forward of the massive cranes for unloading ships boats has completely disappeared.

"The big funnels lie flat upon the twisted and gnarled iron braces and pieces of steel deck. From the funnels aft the ship seems to be intact. She has settled until the water has covered the top of her superstructure, and the stern search light and the rapid fire gun look over the water just below them."

### SIGSBEE'S MESSAGE.

**He Places the Number of Lost at Two Hundred and Fifty-Eight.**

Key West, Feb. 17.—Captain Sigsbee sent the following message to Com-

mandant Forsythe of the naval station here:

"Havana, Feb. 16.—Advise sending American vessel at once. The Maine is submerged except the debris. Mostly work for divers. Jenkins and Merritt are still missing, and there is but little hope for their safety.

"Those known to have been saved are officers and 24 uninjured of the crew. Eighteen wounded men are now on board the Ward line steamer in the hospital and at the Mascotte hotel, 59 so far as known. All the others went down on board or near the Maine. The total loss or missing is 258.

"With several exceptions no officer of man has more than part of a suit of clothing, and that is soaked with water. The Ward line steamer leaves for a cruise for Mexico at 2 p. m. The officers saved are uninjured. The damage was in the compartments of the crew. Am preparing to telegraph list of saved and wounded."

### LETTER FROM A SAILOR.

**Writer Says Maine Men Were Kept Close For Fear of Trouble.**

Indianapolis, Feb. 17.—Henry J. Keys, an Indianapolis boy, 21, years old, was serving a three years' enlistment on the Maine.

Mrs. J. J. Turner, young Keys' mother, lately received a letter from her son, written from on board the battleship at Havana, in which he described the conditions as seen from shipboard. He said the feeling in Havana was strong against the American sailors, and that little liberty had been allowed them for fear of trouble. His companions believed the Maine would be speedily called back to the United States, and they were all pleased with the prospect of getting out of Cuban waters.

In the letter Keys said there were two big Spanish warships in the harbor, close to the Maine.

Mrs. Turner is almost broken down from the suspense caused by the possible fate of her son, and has telegraphed the department at Washington asking to be kept advised.

### An International Catastrophe.

London, Feb. 17.—The Globe, commenting on the disaster to the United States battleship Maine, says: "It is impossible to refrain from the suspicion that the explosion may have been caused by foul means. Although anchored the Maine would have had steam up in one of her boilers for the dynamo and auxiliary machinery. If an infernal machine had been hidden in the coal and thrown into the furnaces, obviously there would have been an explosion of the boiler, and as a result, of the magazine. That this terrible event should have occurred in the harbor of Havana renders a solution of the mystery of international importance."

### Captain Sigsbee Interviewed.

Havana, Feb. 17.—Captain Sigsbee, interviewed regarding the cause of the explosion, said: "I cannot determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

### Ordered to Havana.

Key West, Feb. 17.—The lighthouse tender Mangrove sailed for Havana at 3 a. m., having on board several doctors. The steamer Fern has also sailed for Havana, and the torpedo boat Ericsson left at midnight with dispatches for the fleet.

### Admiral Belknap's Belief.

Boston, Feb. 17.—Rear Admiral George Belknap, United States navy, retired, said that he was inclined to think that the Maine was blown up by a torpedo.

### Knows the Murderers.

Portland, Ind., Feb. 17.—A tramp called at the home of P. M. Hearn, in the southern part of the city, for something to eat, and told Mrs. Hearn that he knew the murderers of Mrs. Louisa Stoltz, and saw them near Ridgeville with plenty of money. The tramp can not be found, and has probably left the city.

### Incident Terminated.

Madrid, Feb. 17.—El Correo, the government organ, announces that United States Minister Woodford received Spain's reply concerning the De Lome letter, and it adds that the incident is regarded as terminated.

### What Morrill Says.

Washington, Feb. 17.—Senator Morrill said: "In my opinion the occurrence is the result of an accident. I have no idea that any Spaniard had anything whatever to do with it."

### Flour Output.

Minneapolis, Feb. 17.—The Northwestern Miller gives the total flour output last week: Minneapolis, 280,635 barrels; Superior-Duluth, 17,750; Milwaukee, 34,340.

## INTENSE EXCITEMENT

**Prevails at Washington Over the Havana Horror.**

**SECRETARY LONG'S VIEWS.**

**From All the Information Available He Believes It to Have Been an Accident, but at Same Time Orders an Investigation.**

Washington, Feb. 17.—After a day of intense excitement at the navy department and elsewhere, growing out of the destruction of the battleship Maine in Havana harbor, the situation, after the exchange of a number of cablegrams between Washington and Havana, can be summed up in the words of Secretary Long, who, when asked as he was about to depart for the day whether he had reason to suspect that the disaster was the work of an enemy, replied:

"I do not. In that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about I do not know. For the present, at least, no other warship will be sent to Havana."

Secretary Long undoubtedly summarizes the general opinion of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation by a diver.

Secretary Long has taken immediate steps to make this investigation. He telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers, and generally to make such inquiry as their regulations demand in such a case.

It is expected that this work will take some time, and while there are officers who say that in their opinion it will not be possible, owing to the probable disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sunk her, whether or not they are bulged out, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker, the overheating of the iron partitions between the boilers and the magazine or from the explosion of the boiler, though the last theory finds little support.

### GENERAL LEE'S DISPATCH.

**He Counsels Americans to Repress Excitement and Await Events.**

Washington, Feb. 17.—The following cablegram was received by the state department from Consul General Lee.

"Havana, Feb. 17.—Profound sorrow is expressed by government and municipal authorities, consuls of foreign nations, organized bodies of all sorts and citizens generally.

"Flags at half-mast on governor general's palace, on shipping in harbor and in city.

"Business suspended and theaters closed.

"Dead number about 260.

"Officers' quarters being in rear and seamen's forward, where explosion took place, accounts for greater proportional loss of sailors.

"Funeral at 3 p. m.

"Officers Merritt and Jenkins still missing. Suppose you ask that naval court of inquiry be held to ascertain cause of explosion.

"Hope our people will repress excitement and calmly await decision.

"LEE."

### MORGAN INTERVIEWED.

**Wants the Maine Replaced by Two More Battleships.**

Washington, Feb. 17.—Senator Morgan of Alabama, a member of the committee on foreign affairs, said:

"In the absence of definite information as to the causes and results of the Maine catastrophe, I would not venture an opinion upon it. If it was an accident, as the first dispatches seem to indicate, it was most deplorable; if it was due to treachery, as some are inclined to believe, it was most heinous and no penalty would be too severe for those responsible for it. But whether

the calamity was due to accident or treachery, I should like to see introduced in congress a joint resolution providing for the immediate construction of two battleships equal in size and equipment to the Maine and costing not a dollar less than the ill-fated Maine cost. Action of that kind by us would indicate to the world that whenever or wherever one of our tentacles was cut off, two would at once grow in its place.

"It seems almost out of the question that it was the result of an accident. Is it usual for a ship of the Maine's class to carry her magazines in her bow, where the explosion seems to have occurred? But I can say nothing of that now. I can not guess and I can not speculate. It is an awful calamity. Let us await the particulars."

### NAMES OF SURVIVORS.

**List of Officers and Men Saved From the Wreck.**

Washington, Feb. 17.—Secretary Long has sent the following dispatch to Commandant Forsyth at Key West:

Admiral Board ordered to come to Key West with ship and serve out clothing as necessary. Should be not arrive before the Olivette you are authorized to purchase the necessary articles and give out.

Captain Sigsbee has reported in answer to a cable message of inquiry that the following officers and men were saved from the Maine:

Captain C. D. Sigsbee, Lieutenant Commander R. Wainwright, Lieutenant G. F. Holman, Lieutenant J. Hood, Lieutenant C. W. Jung, Lieutenant G. P. Blow, Surgeon S. G. Heneberger, Paymaster C. M. Ray, Chief Engineer C. P. Howell, Lieutenant J. J. Blenden, Chaplain J. P. Childwick, Passed Assistant Engineer F. C. Bowers, Lieutenant Marines A. Catlin, Assistant Engineer J. R. Morris, Naval Cadets J. H. Holden, W. T. Clurman, B. Bronson, P. Washington, A. Crenshaw, J. T. Boyd, Boatswain F. E. Larkin, Gunner J. Hill, Carpenter J. Helm, Paymaster Clerk B. McCarthy.

Men—Redon, Larson, Hallberg, Bullock, Melville, Willis, Galpin, Kushida, Noppin, Turpin, Harris, Lutz, Jertson, Holland, Hebert, McDewitt, Foley, Hutchins, Schwarz, Richards, Teackle, Flynn, Dresser, David, Michaelson, Rohman, Fox, Wilbur, Waters, Anderson, Christianson, Kohler, Ericsson, Mack, Williams, J. White, Paul, Coffey, J. W. Allen, Roe, D. Cronin, F. Cahill, J. Kane, Jernee, C. A. Smith, G. Shea, Hennes, J. Hedron, Bloomer, Johnson, Bergman, Mattison, A. Johnson, Pitcher, Holtzer, Loftus, McGinnis, W. Mattiasen, Furness, Good, Darlings, Rau, McNair, Gabrelle, A. Hallon, Aknese, Benjamin, McKay.

### PRESIDENT M'KINLEY

**Sends a Message of Sympathy to the Maine's Crew.**

Washington, Feb. 17.—At 11:30 a. m. Secretary Long received the following unsigned telegram from Havana: "Only two officers are unaccounted for. The explosion was forward and to all indications in the magazine, but I can not tell until an investigation is had. The sentry on the poop deck reports that there were no boats in the vicinity when the explosion occurred."

Another telegram to Secretary Long from George Bronson Rea, a newspaper correspondent, said: "No excitement. All quiet. Only feelings of sympathy and sorrow for the accident."

Another telegram received at the navy department stated that the missing probably would number 270.

Secretary Long, for the president, has sent this telegram to Captain Sigsbee:

"Sigsbee, United States steamship Maine, Havana: The president directs me to express for himself and the people of the United States his profound sympathy with the officers and crew of the Maine, and desires that no expense be spared in providing for the survivors and the care of the dead."

The president has recalled his invitations for receptions this evening and tomorrow night owing to the disaster which has befallen the American navy.

### Senator Perkins' Opinion.

Washington, Feb. 17.—Senator Perkins of California, who has been a navigator all his life and knows thoroughly every detail in the construction and handling of great ships, said: "I am firmly of the belief that the horror in Havana harbor Tuesday night was not due to accident. I can scarcely conceive either that it was due to the treachery of Spanish officials, or was brought about through their cognizance."

### Must Have Been a Torpedo.

Washington, Feb. 17.—Senator Mills of the committee on foreign relations expressed the opinion that the occurrence was the work of a torpedo. "I would not say," he said, "that the Spanish were responsible for it, but some one must have been who had free access to the waters of the bay."

### Flags at Half Mast.

Washington, Feb. 17.—The president has ordered that until further notice the flag at all navy yards and on naval vessels, at posts, army headquarters and all public buildings shall be half-masted.

### Successful Operation.

Paris, Feb. 17.—Mme. Sarah Bernhardt was operated upon at Dr. Pozzi's hospital. The cyst was removed with complete success. Dr. Pozzi hopes that Mme. Bernhardt will be able to resume her professional work in April.

## THE PALACE CROWDED

**Anxious to Hear Testimony In the Zola Trial.**

**CONFIDENCE IN THE ARMY**

**Must Not Be Destroyed, Said General Pellieux—He Makes an Impassioned Appeal For the Honor of the French Army.**

Paris, Feb. 17.—The palace of justice on the ninth day of the trial of M. Emile Zola and Perreux was crowded as usual.

The presiding judge rejected M. Clemenceau's request that he appoint a magistrate to question Madame De Boulangery as to the letters she has from Major Esterhazy.

M. Laborie, counsel for M. Zola, renounced the examination of the members of the Esterhazy court martial, but energetically demanded that General Billot, the minister of war, be called to testify.

The presiding judge, M. Delegorgue, invited M. Laborie to present a conclusion to that effect.

General Pellieux, who conducted the investigation into the charges brought against Major Esterhazy, created a sensation by protesting against the acceptance of the evidence of "amateur experts who have not seen the original bordereau," adding that he also desired to raise his voice "in the most emphatic manner against slanders which are calculated to destroy confidence in the heads of the army at a time when danger is present."

This statement of the general had a marked effect in court.

General Pellieux said the first facsimile that appeared in The Matin was the nearest correct of all. He added that there was writing on both sides of the paper, which was flimsy, and he believed that when the bordereau was photographed it was impossible to prevent the writing on the reverse side from showing through.

Continuing, General Pellieux said he considered the photograph showed that the defense had no weight with the witness until the original had been seen and compared, while the testimony of amateurs, one a dentist and another a foreigner, was received with full confidence.

M. Laborie here interrupted the witness, saying: "I ask that Colonel Picquart, who at the present moment is at the house of Magistrate Bertulus, be summoned to hear the evidence."

"It is not your turn to speak," replied the presiding judge.

M. Laborie, however, returned to the charge, protesting and insisting that Colonel Picquart be called.

When General Pellieux was allowed to continue his evidence he said: "I have the soul of a soldier, which revolts at hearing the infamous aspersions showered upon us, and I can keep silence no longer. I cannot stand still and see men trying to detach the army from its chiefs, for if the soldiers cease to have confidence in them, what will the chiefs do in the day of danger, which is perhaps nearer than people think? Then, gentlemen of the jury, your sons would be led to simple butchery, but at the same time M. Zola will have gained a fresh victory, and will have achieved a new debacle, and will be able to lay his history before a Europe from which France has been wiped out."

The effect of this outburst was intense.

In conclusion, General Pellieux said: "We should have been glad if the court martial had acquitted Dreyfus, as it would have shown there was no traitor for the army and for all of us to mourn for."

On leaving the witness stand the general was long and loudly cheered.

### RIOT AT A REVIVAL.

**Police Called to Restore Order Among Young Men.**

Tipton, Ind., Feb. 17.—A small-sized riot took place at the Independence Street Newlight church at the close of the protracted meeting. Several young men became engaged in a quarrel, and the members of the congregation, in endeavoring to separate them, came in for a share of blows. Before the police could restore peace six were ready for medical attention. Elias Tucker, who was struck on the head by a brick thrown by Albert Hunter, is not expected to live.

### A Clothes Loop.

It is the suggestion of an experienced housekeeper that a piece of old kid makes the best and strongest loop to sew on winter coats and wraps to hang them up by. Use an old kid glove, cutting a narrow strip in the best part of the leather, roll into this a piece of coarse string, sew together neatly and attach it to the garment with strong thread.